

A photograph of the air traffic control tower at Bournemouth Aerodrome, featuring a glass-enclosed base and a multi-level observation deck with a metal lattice structure. The tower is set against a blue sky with light clouds. In the foreground, a blue fence with a white railing runs across the bottom left. A semi-transparent teal box on the right side of the image contains white text and a logo.

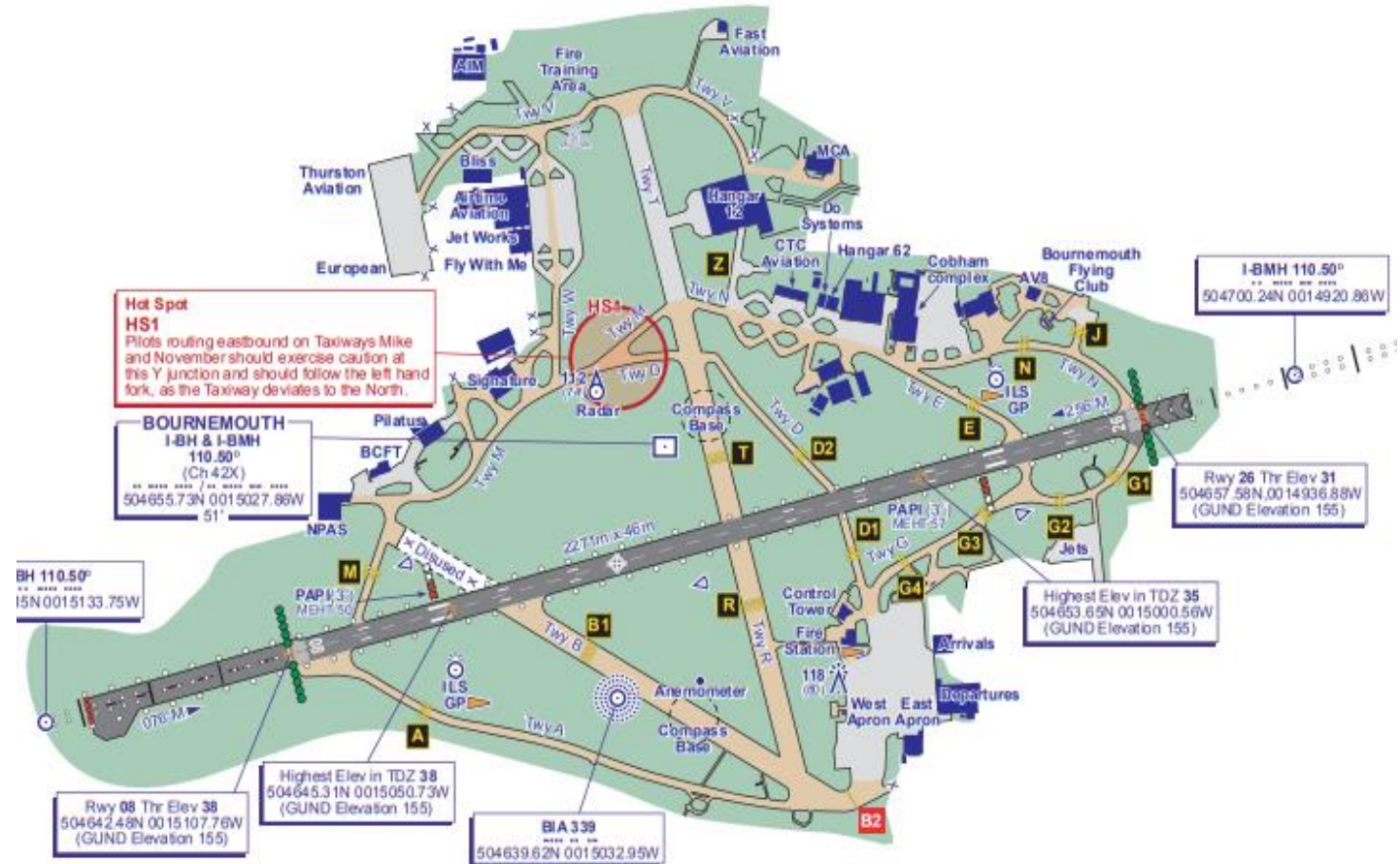
NEW IAP IMPLEMENTATION AT BOURNEMOUTH AERODROME

VERSION 1
8TH MARCH

HELIOS
an  egis company

NEED FOR CHANGE

- Currently ILS on both RWY ends
 - 08 (Cat I) - 25% of landings
 - 26 (Cat III) – 75% of landings
- RWY 08 ILS is obsolete
 - Installed second hand in 1984/5.
 - Maintenance support at end of life.
 - Irrecoverable failure will have serious operational consequences.
- There is a legal requirement to implement RNP approaches by 2024.
 - Could provide 3D capability to both RWYs
 - Will improve resilience to Runway 26 operations.



WHAT ARE WE DOING ABOUT IT

1. Need to implement new procedures previously briefed to Consultative Committee
2. Appointed aviation consultant Helios to manage implementation
3. Need discussed with aircraft operators
4. Airport has initiated CAA CAP 1616 Airspace Change Process (ACP)
5. Statement of Need (SON) posted on CAA portal.
6. ACP Stage 1 Assessment Meeting with CAA held 28 February.
7. Current task: to develop 'Design Principles' with our stakeholders.

OUR PROPOSED DESIGN PRINCIPLES

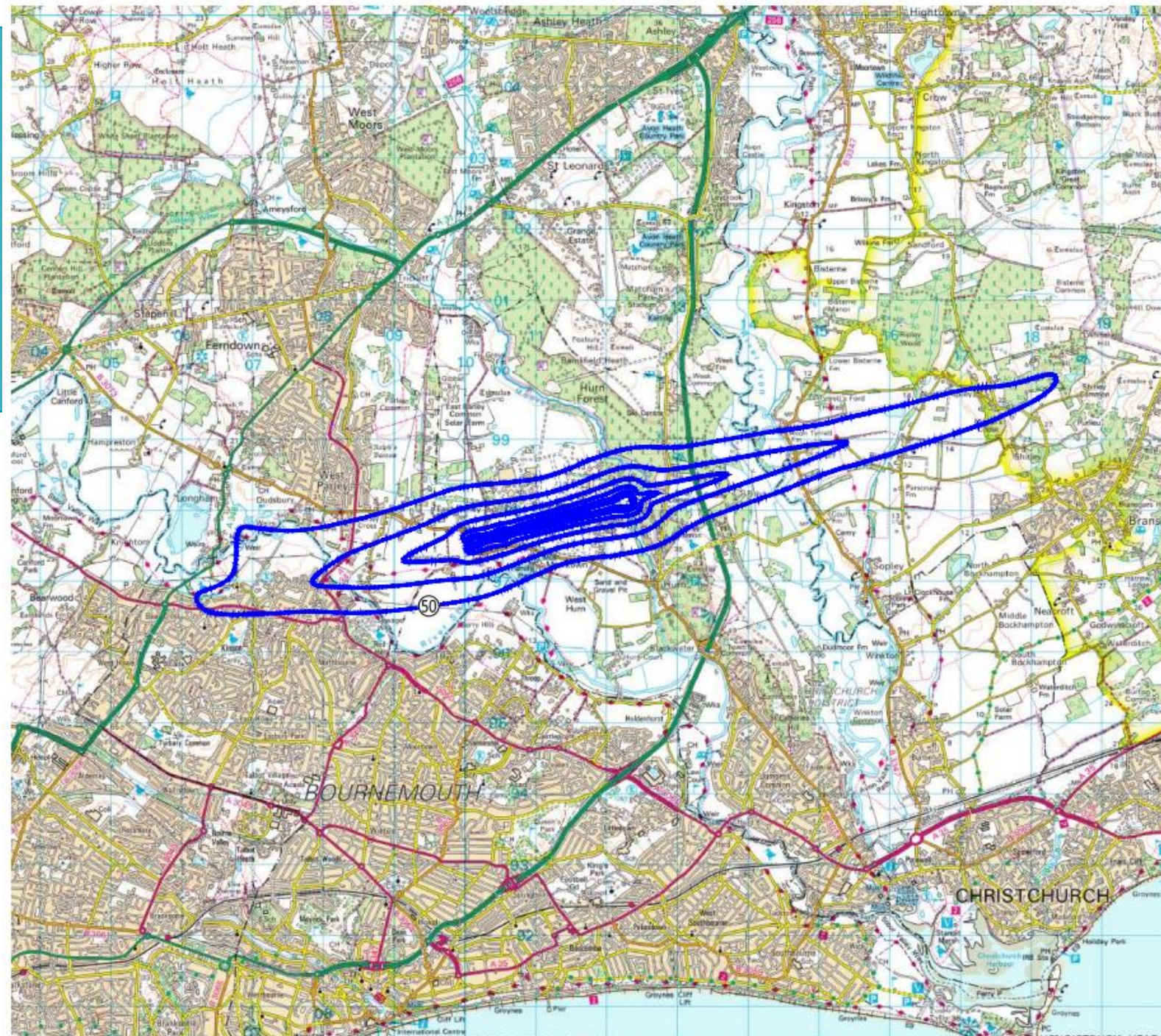
1. The new procedures should not increase the number of people overflown by aircraft participating in the approach. **(Community/Environmental)**
2. The new procedures should not increase the noise footprint of the existing airport operation, for similar aircraft types and traffic levels, as detailed in the LAeq 16 Hr map in the current Noise Action Plan. **(Community/Environmental)**
3. Implementation should minimise disturbance to the Moors River System SSSI. **(Community/Environmental)**
4. The new approaches shall be standardised by ICAO and acceptable to EASA and CAA and the implementation shall be in compliance with all applicable legislation and regulations, **(Technical)**
5. The design shall be fully compliant with the design criteria stated in ICAO Doc 8168 (PANS OPS) and be flyable by all aircraft types in approach Speed Categories A through D. **(Technical)**
6. The approach procedures shall be of a type for which the majority of Bournemouth aircraft operators are equipped and authorised to fly. **(Technical)**
7. The designs shall seamlessly integrate with extant instrument approach procedures at Bournemouth International Airport **(Technical)**
8. The procedures should address the needs of flight training operators at Bournemouth. **(Operational)**
9. The design shall support continued use of existing radar vectored arrival procedures provided by Solent Radar. **(Operational)**
10. The new procedures shall be implemented in a cost-effective manner. **(Financial)**

Any other requirements that should be considered?

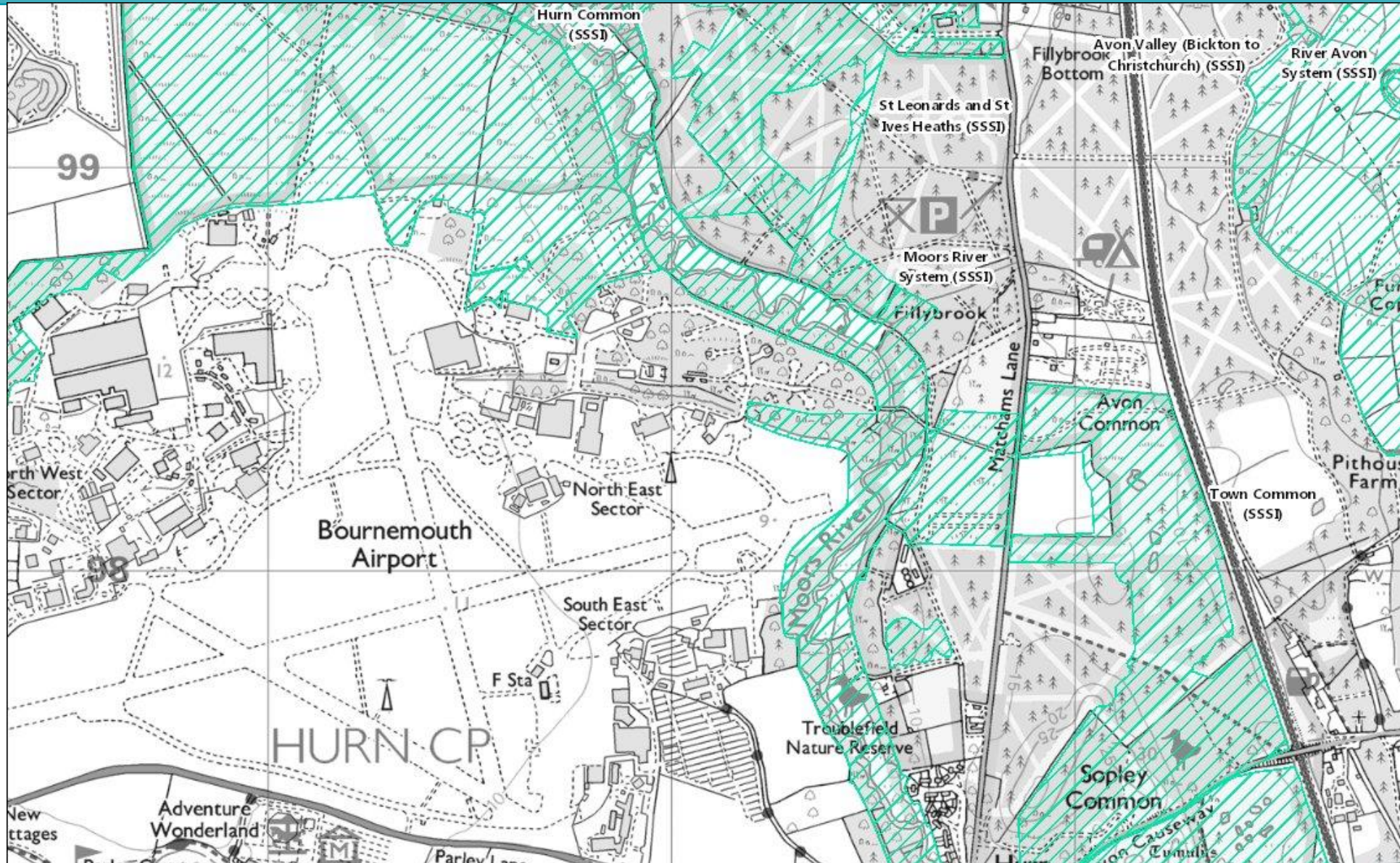
DESIGN PRINCIPLE 1-2

BOURNEMOUTH NOISE CONTOUR MAP

50 to 75 dB L Aeq,16h in 5 dB step

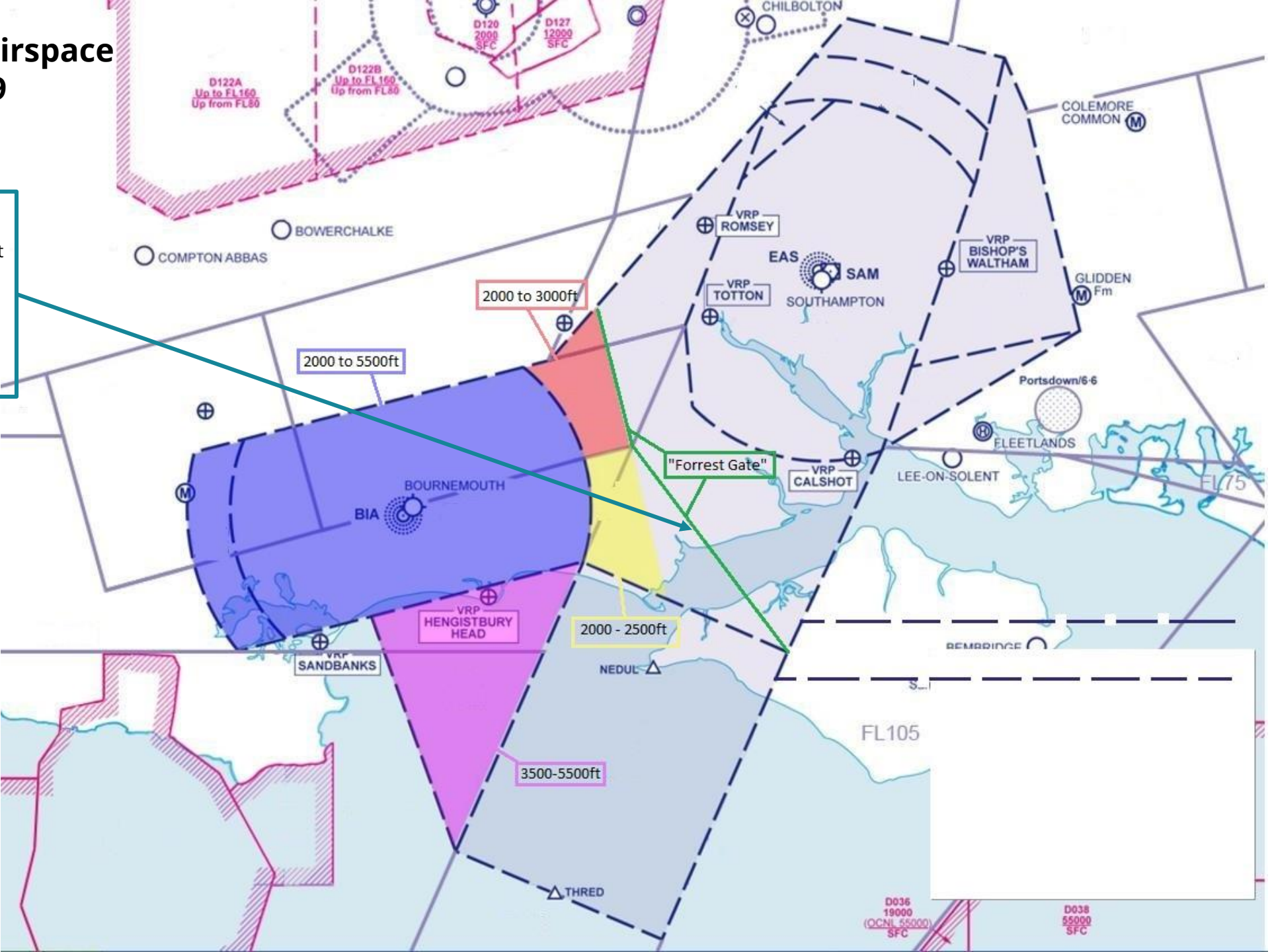


DESIGN PRINCIPLE 3 (SSSI)

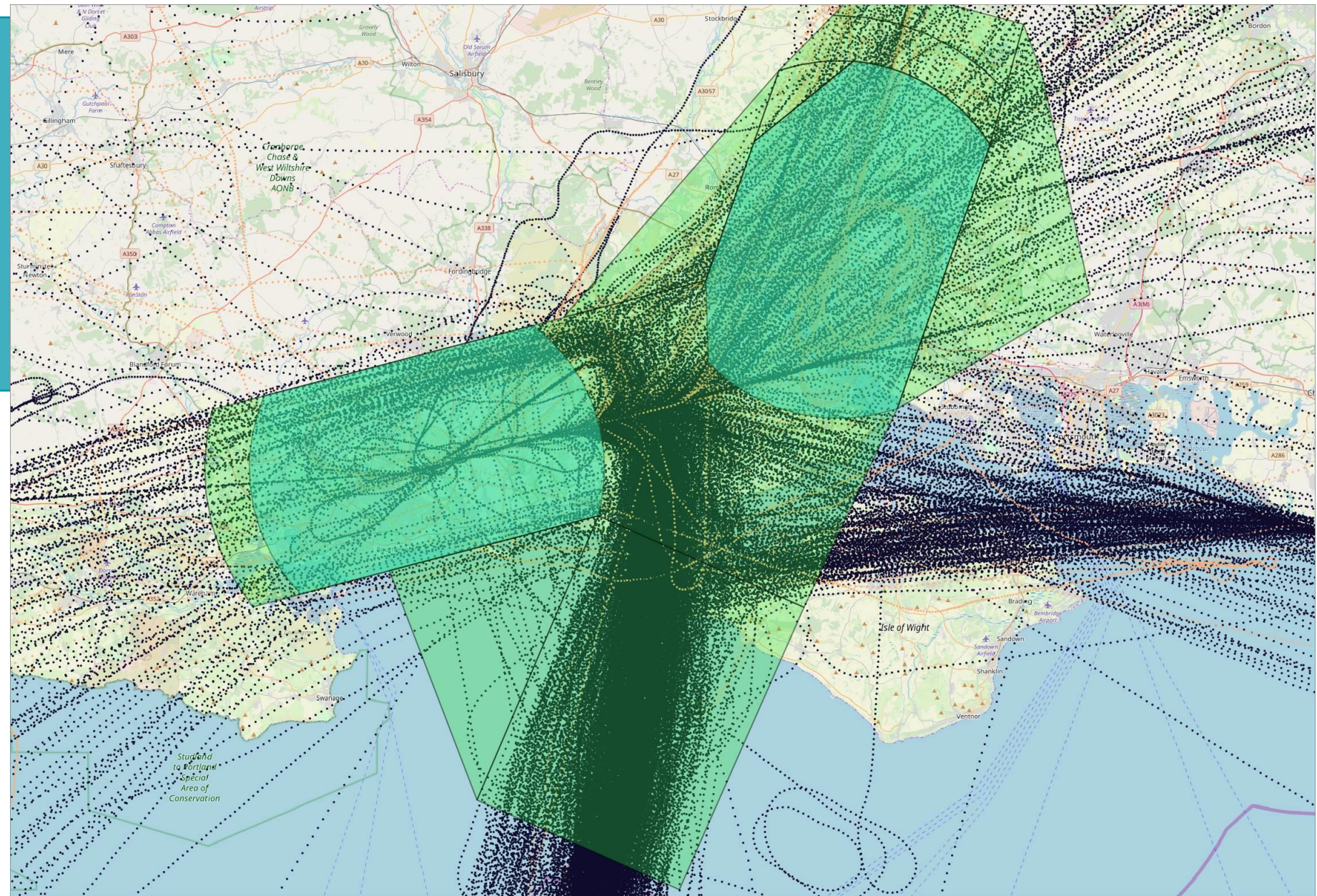


Complex Airspace Principle 9

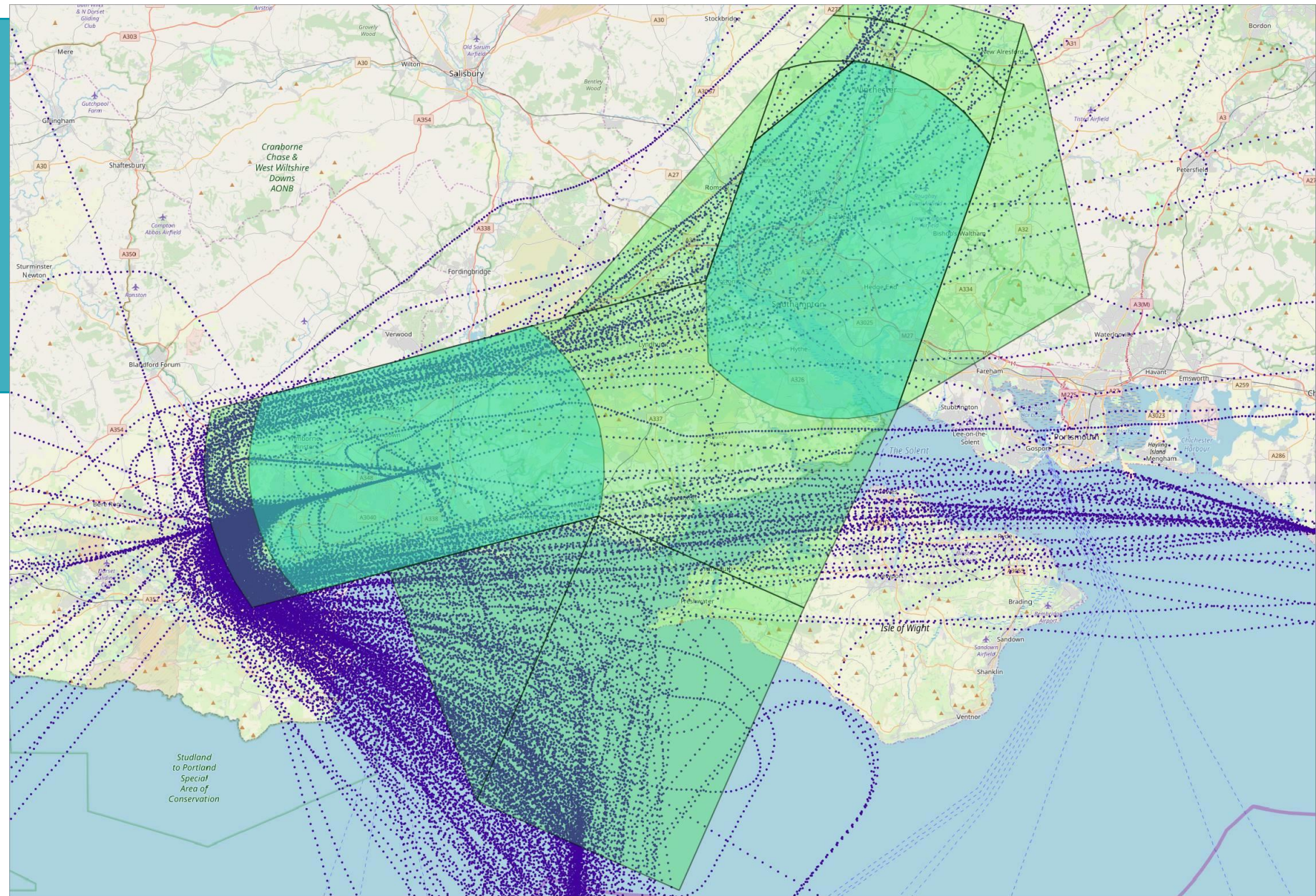
Forest Gate is the interface between Solent Radar and Bournemouth Radar detailed in the LoA between the units.



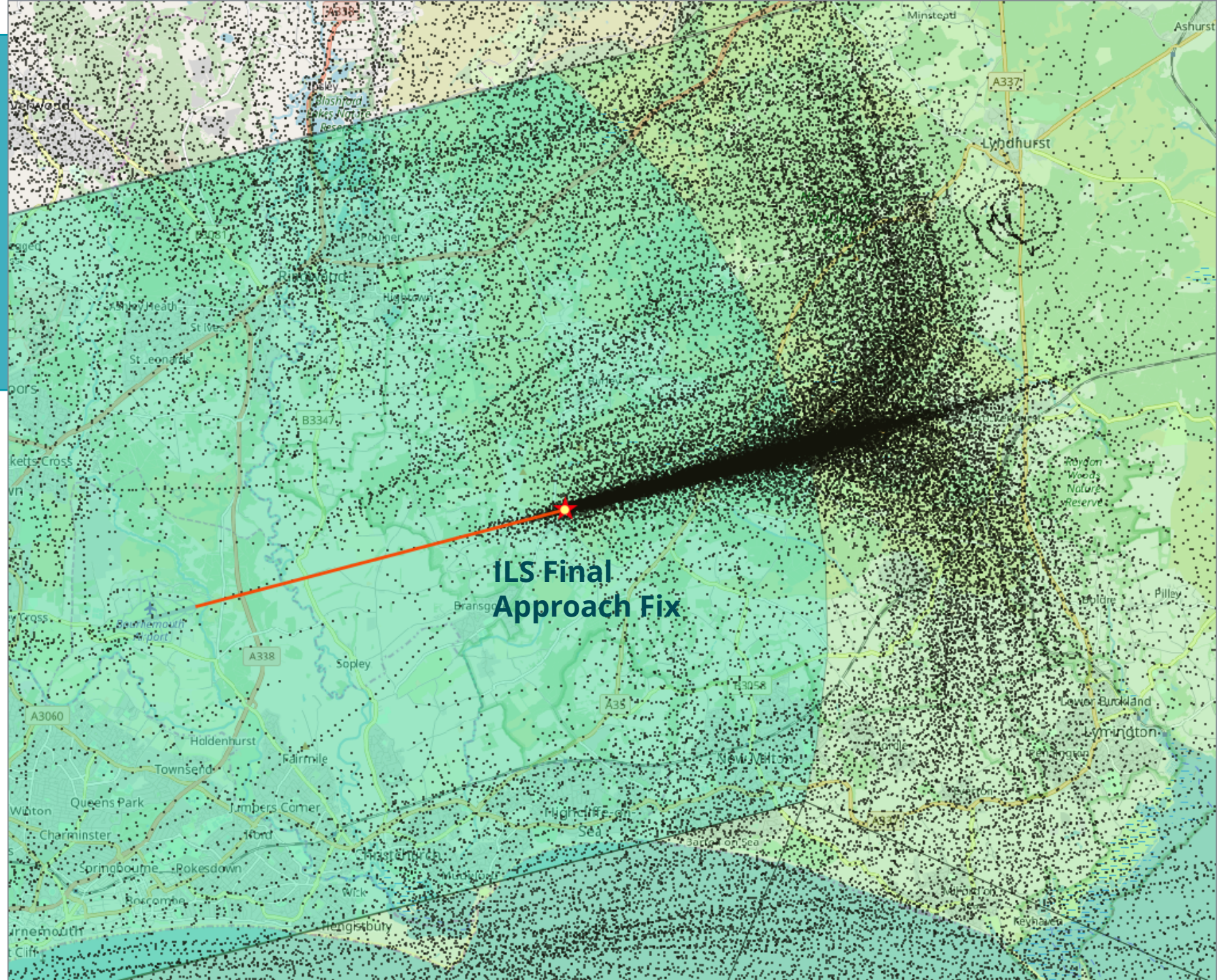
RWY 26 — TRAFFIC PATTERNS COMMERCIAL TRAFFIC (PRINCIPLE 7 & 9)



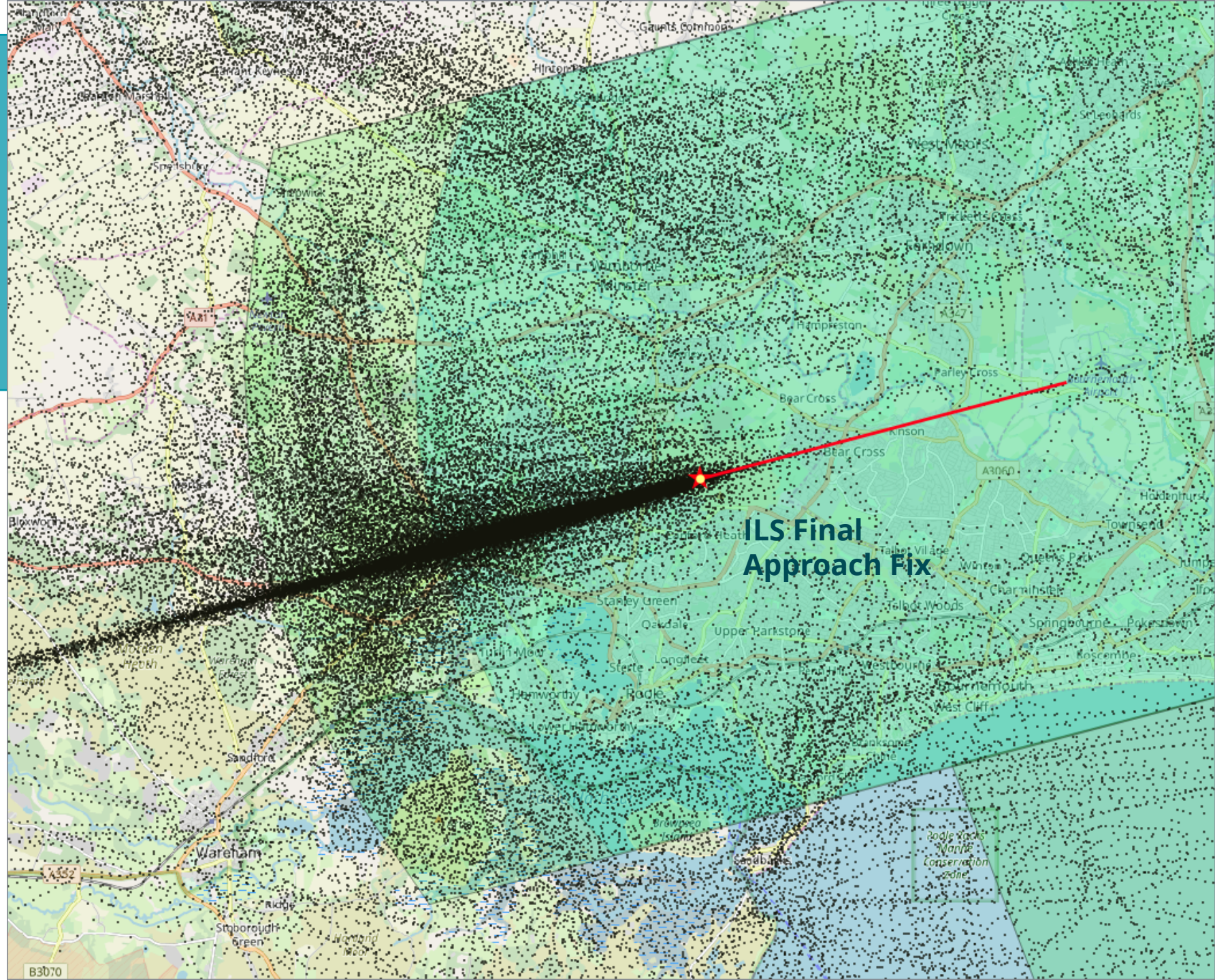
RWY 08 — TRAFFIC PATTERNS COMMERCIAL TRAFFIC (PRINCIPLE 7 & 9)



RWY 26 — TRAFFIC PATTERNS ZOOM (1,500-2,500 FT) (PRINCIPLE 7 & 9)



RWY 08- TRAFFIC PATTERNS ZOOM (1,500-2,500 FT) (PRINCIPLE 7 & 9)



DEVELOPING THE DESIGN PRINCIPLES

1. Feedback on our initial proposals welcomed today or via email BOH.ACP@askhelios.com before 22 March.
2. We are required to submit our Design Principles to the CAA by the 14 April.
3. Our Design Principles to be reviewed by the CAA on 26 April.

Any comments or proposals?

NEXT STEPS

The next steps are:

1. To develop the options in line with Design Principles to meet the SON.
2. To select the preferred Option against the Proposed Design Principles.
3. To be confirmed by CAA at the Develop and Assess Gateway 28 Jun 2019.
4. Sponsor to determine level of Consultation required at Consult Gateway September 2019.